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LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

DEVONSHIRE CIDER.

WE have just received a shipment of
APPLE BRAND CIDER Bottled by
Messrs. ROBERT PORTER & COMPANY
Proprietors of the famous BULL DOG
BRANDS OF STOUT and ALE.

It is highly recommended by many medical
men on account of its beneficial action in
certain ailments, particularly in complaints of
a gouty origin or tendency. Either by itself
or Mixed with SODA or GINGER BEER
it makes a most wholesome, palatable and
refreshing Summer Beverage.

PER CASE OF 8 DOZ. PINTS ... \$30.00
PER DOZ. ... \$4.00

A. S. WATSON & CO.,
LIMITED.

Hongkong, 5th July, 1906.
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Correspondents must forward their names and ad-
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The Daily Press.

HONGKONG, JULY 12th, 1906

The questions asked in Parliament last
month, concerning the construction of the
British section of the Kowloon-Canton
Railway, and Mr. WINSTON CHURCHILL'S
answers thereto, are the subject of a
special communication from our London
correspondent, which we publish elsewhere.
It appears that the Member who at his
suggestion put the questions was Mr. H. C.
LEA, representing East St. Pancras, and
not, as we wrongly assumed at the time,
Mr. A. H. LEE. Mr. LEA, it will be seen,
is a new member, but by no means a
nonentity. He appears to take a keen
interest in all Colonial and Imperial matters,
which is as might be expected from a man
with the broadening experiences indicated
by our correspondent. The interest of the
questions, which appeared in full in our
telegraphic column on June 15th, does not,
however, depend upon the man who asked
them. They were questions that were
being asked locally, and no satisfactory
answer seemed to be obtainable except by
approaching the fountainhead. It will be
noticed that to those interested in London
Mr. WINSTON CHURCHILL'S reply has failed
to give entire satisfaction. The form which
the questions took left a loophole for the
UNDER-SECRETARY to give a perfectly bona
fide reply, and yet to avoid the main
purport of the questions. As we pointed
out at the time, the questions as put
carried an implication which the Colonial
Office could honestly repudiate. It was
impossible to deny that the Crown Agents
were involved, as they had been, or were
intended to be, directly interested from

the beginning. The general mistrust of the
Crown Agents, to which we referred, would
be within the knowledge of the Colonial
Office, and it was, as a matter of fact,
evinced in almost every line of the inter-
rogation. No statesman of modern calibre
could think of giving a plain "Yes" to
such a question; he would fear the risk of
seeming to consent to the implication of the
questions. We know that the popular
dislike of Crown Agent work in the Crown
Colonies is not shared by officialdom, and
Crown Colonies are ruled by officialdom.
In such a matter the complaining public is
not allowed any effectual voice. Thus,
while our correspondent recognises that it
is possibly a moot point "whether it is in
the best interests of the Colony that this
work should be undertaken by the Crown
Agents and not by the Colony's own
officials", it can only be said to be academi-
cally moot. The question has been
decided, not only by the Colonial Office,
but by the local Government. As the
answer told us, "all the steps taken had
the full concurrence of the Governor of
Hongkong". The capability or otherwise
of the local officials, to complete the con-
struction of this section of the line, was
never in question at all. The authorities
never expected or invited them to do more
than they have done; possibly the Crown
Agents would have been too strong for
the authorities if they had. In any
case there "has been no change of
policy", which may be taken to mean, in
addition to its obvious meaning, that
there never will be any change in the
policy of putting everything into the hands
of the Crown Agents, until those who
mistrust them do something more than
grumble. At present, it is not easy to see
what more they can do. The Crown Agent
question would presumably have to be made
an election cry, like "Chinese slavery", and
as most of the people who object to the
Crown Agents' methods are "outside the
electoral area, there is poor prospect of
that. Representations and petitions got
up locally are often ignored or otherwise
subdued. Men may come and men may go
but the Crown Agent system goes on for-
ever. At present the disaffected residents
of Crown Colonies seem to have no course
open but to "grin and bear it". Supposing
Mr. WINSTON CHURCHILL had said simply
"yes" to those questions, what could have
been done? Nothing. Much indignation
might have been expressed, but the
authorities are by now inured to Colonial
indignation. If there is any room for
satisfaction at all in this matter, it must be
found in the assurance that we gave at the
time, that the worst implication of the
questions is not warranted; that, in short,
there has been no slighting of our local
government or its officials.

Mr. W. S. Dupré has joined the Hongkong
Volunteer Troop.

The commercial treaty between France and
Spain is being denounced in France.

It is reported that June 14th was "the third
coldest June day since 1871" in London.

According to a telegram to *L'Echo de Chine*,
Esteban has confessed to being the author
of the bordereau on which Captain Dreyfus
was condemned.

The Hongkong Volunteers are to have a
Church parade shortly and members are notified
that their arms and equipment can be drawn
from the armoury any week day.

A marine on board the British cruiser *Astron*
was drowned at Shanghai at the beginning of
the month. He was returning to the ship
about midnight and fell into the water.

The new Harbour Office will be occupied
on Saturday. Although the workmen have not
quite finished their work, the officials will be
glad to find themselves housed in more com-
modious premises.

We inadvertently omitted to mention the
name of his Lordship Bishop Pozzoni, who
was also invited to, and was present at,
Monday's luncheon in honour of H. I. H.
Prince Tsai Tsai.

A commission has been appointed by the
Canadian Government, says the correspondent
of the *Morning Post*, to examine the school
geographies of the Dominion. It is alleged
that the teachings they set forth of the begin-
ning of the world are contrary to the account
given by the Scriptures.

The German Emperor's pilot Nordens stated
that he had been ordered to meet the Emperor
at Kopervik, near Bergen, on July 4. His
Majesty will probably arrive there on August
10, and go north to Tromsø. The rumours of
an expected meeting between the Emperor and
King Haakon, therefore, appear to be well-
founded.

In the House of Commons on June 14th,
Sir E. Grey, replying to Sir E. Sessoon,
said: No written reply has yet been received
from the Chinese Government to the representa-
tions which have been made to them with regard
to the Anhwei mining contract, the continued
validity of which is disputed by the Chinese
authorities. The efforts of His Majesty's
Legation have already been directed to obtain-
ing permission for the promoters of the scheme
to commence operations, but so far without
success. These efforts are being continued,
and I am unable to make any further statement
on the subject at present.

St. Paul's, as well as the Abbey, "invites us
to," in Mr. Kipling's phrase, and no more
appropriate part of the national Cathedral than
the Wellington Chapel could have been selected
as the shrine for the Order of St. Michael and
St. George—the Order of the Empire. It is
curious to recall how this Order has developed
into what it is from its original function as a
commemoration of our protectorate of the
Ionian Islands—which have no more to do with
the British Empire now than Normandy or
Holland. It must have been inspiration
that transformed the Order and gave it its new
Imperial significance in days before the Empire
was realised as it is in this generation. The
Sovereign of the Order is now a King whose
title proclaims him ruler of all the Britains
over the seas; the Grand Master an Her
Apparent who has made an unprecedented and
historic tour of those other Britains; and the
impressive ceremony in which they took part
was a fitting act of consecration. To-morrow
we hope to publish a description of the event.

Impressions of the all-day-and-all-night wait
outside Drury Lane Theatre for the Ellen Terry
Jubilee celebration varied, considerably on the
morning of June 12th, among the eager crowd
at the pit and gallery doors. Many declared
that they had found it quite exhilarating,
and a certain they looked remarkably fresh and
enthusiastic, after their wait of twenty-four
hours or more. This, however, was not the
unanimous verdict. "A very unpleasant expe-
rience indeed," said one, "owing to the loafer
taking up positions and selling them. This is
the worst wait I have ever had." Another added,
"I should not like to do it again, but this is the
event of a lifetime, and for that reason it is just
worth while." Some places for the gallery were
sold, at eight o'clock this morning, by the
loafers, for two shillings, but the price varied a
good deal. One man who had waited twenty
hours at the very threshold of the pit door, got
only two shillings for his position; while other
places so far back that it made it doubtful
whether the purchaser would get in, were sold
for more.

Obviously, it would be a great advantage to
us in war time if our ships had not to put back
to their bases for supplies. A deal of coal
would be used in the trips to and from port, and
more important still, whilst a ship was getting
her stores replenished, she would be away from
the fighting line. Thanks to the ingenuity of
Engineer-Commander Metcalfe, we now possess a
workable method of coaling ships at sea.
Experiments recently made show that it is also
possible to furnish them with ammunition and
other stores in the same way. But before this
work can be done satisfactorily, we must possess
proper auxiliaries. In days to come it is nearly
certain that specially-constructed colliers and
store vessels will be regarded as an essential
part of the equipment of our fleet. How far
this day is off it is impossible to say. The great
gain of this increasing sea-keeping power
of our fleets would certainly justify the cost of
building the auxiliaries required. It would in
the end be cheaper to build them than to pur-
chase and convert merchant vessels. Already
the Admiralty has had some experience of this
sort which has not been encouraging.

THE GOVERNMENT COMMISSION.

CHINAMAN COMMITTED FOR CONTEMPT.

We are authorised to publish the fact that
at the sitting of the Government Commission
yesterday afternoon a Chinese witness named
Sham Loi was committed to prison for three
months for contempt.

On the 11th at 11:45 a.m.—The barometer has
risen over N. China, and fallen elsewhere, particu-
larly over Japan.
The depression lying over N. China yesterday,
has reached the W. part of the Sea of Japan
this morning.
Fresh S.W. winds are indicated in the
Formosa Channel and moderate S.W. winds
over the N. part of the China Sea.
Forecast:—Moderate S.W. winds; fair.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:
On the 11th at 11:45 a.m.—The barometer has
risen over N. China, and fallen elsewhere, particu-
larly over Japan.
The depression lying over N. China yesterday,
has reached the W. part of the Sea of Japan
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Fresh S.W. winds are indicated in the
Formosa Channel and moderate S.W. winds
over the N. part of the China Sea.
Forecast:—Moderate S.W. winds; fair.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

BRITISH FLEET TO VISIT
RUSSIA.

LONDON, July 11th.
Seven battleships and six cruisers
visit the Baltic on the 21st inst. and
proceed to Cronstadt in August.

BRITISH ARMY REDUCTIONS.

LONDON, July 11th.
Mr. Haldane proposes reductions
in the army and the abolition of
brigadier generals. Military opinion
in India is opposed to his proposals.

ROJDESTVENSKY ACQUITTED.

LONDON, July 11th.
Admiral Rojdestvensky tried by
court-martial has been acquitted.

NATAL.

LONDON, July 11th.
The situation in Natal is quieter.

TROUBLED RUSSIA.

LONDON, July 11th.
The disaffection in the Russian
army is spreading.

AUSTRALIAN MAIL
CONTRACT.

LONDON, July 11th.
A new Australian mail contract
has been signed. It stipulates that
white labour only is to be employed.

["REUTERS' SERVICE."]

THE UNREST IN EGYPT.

LONDON, July 9th.
The correspondent of the *Daily Mail* at
Alexandria states that orders have been
sent to Malta and Gibraltar to keep troops
in readiness for a possible despatch to Egypt
at a moment's notice. A considerable per-
manent increase of the British garrison is
likely to take place as soon as possible.

THE PROPOSED REDUCTION IN
THE BRITISH ARMY.

LONDON, July 9th.
The *Morning Post* and the *Daily Tele-
graph* are alarmed at Mr. Haldane's schemes
for reducing the army and cannot believe
that the country will acquiesce. The latter
especially emphasises the present Mahomed-
an unrest, and concludes that if the present
Parliament cannot be checked in its
appalling tendencies to folly and blindness,
England may yet find her doom prepared.

FIREMAN'S FUND INSURANCE
COMPANY.

Owing to the Fireman's Fund Insurance
Company, like so many others, not being in a
position to arrive at the amount of liability it
has incurred through the terrible calamity at
San Francisco, it has decided to protect
the policyholders by forming a new com-
pany known as the Fireman's Fund Insur-
ance Corporation. This was organised
on May 16, 1906. The capital of the new
Corporation is \$1,000,000, with a surplus of
\$1,000,000, making, when fully paid in,
\$2,000,000 in new funds. The necessary amount
to enable it to do business was at once paid
in, and the Insurance Commissioner of the
State of California has licensed the new
Corporation to transact an insurance business.
The new Corporation has, by resolution and
by general Reinsurance Agreement, assumed
and guaranteed all outstanding liability of the
old Company under policies, certificates or
agreements of insurance or of reinsurance in
existence at 12 o'clock noon of April 18, 1906,
except policies which were at that time involved
in a loss claim, or involved in or affected
by the San Francisco conflagration. The new
Corporation has also, by resolution and
contract, assumed all liability that the old
Company may now have or may assume in the
future, under policies, certificates or agree-
ments of insurance issued and commencing
after 12 o'clock noon of April 18, 1906,
whether such policies are involved in a loss
claim or not, excepting only such policies as
may be involved in the San Francisco con-
flagration of April 18 to April 21, 1906.
Such policyholders as may have sustained loss
previous to 12 o'clock noon of April 18, 1906,
in old Fireman's Fund policies, will have their
claims settled promptly and equitably by the
old Company in the usual way. All losses
occurring under such policies after April 18th
will be settled by the new Corporation. All
policies issued and commencing subsequent to
12 o'clock noon of April 18, 1906, and all
policies which may be issued in the future by
the old Company have the full guarantee of the
new Corporation, whether such policies are
involved in a loss or not, and the new Cor-
poration obligates itself to see that the losses under
such policies are paid, the only exception to the
guarantee being such policies as may be in-
volved in the San Francisco conflagration claims,
which claims the old Company alone undertakes
to adjust and settle.
The local agents are Messrs. Shewan, Tomes
& Co.

SUPREME COURT.

Wednesday, 11th July.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (JUDGE).

ALLEGED WRONGFUL ARREST.

The Shing Wo firm sued Tam Yak-ming to
recover the sum of \$308.80, balance due for
goods sold and delivered.
Mr. F. N. d'Almeida e Castro appeared for
the plaintiff, and Mr. C. F. Dixon (of Mr.
John Hastings' office) for the defendant.
Mr. Dixon said he consented to judgment
for the amount endorsed on the writ, but wished
to go on with the case for the purpose of asking
his Lordship to award damages to the defendant
for wrongful arrest by the plaintiff. Mr. Dixon
referred his Lordship to section 571 of the
Code.

His Lordship (after reading it)—That refers
to not more than \$1,000, eh?

Mr. Dixon—I don't want more than
\$1,000, my Lord. The defendant was
arrested by an application supported by
a declaration made by one, Chan Tak-fan, an
accountant in the plaintiff firm. In paragraph
3 of that declaration he stated that he saw the
defendant at 137, Hollywood Road, second floor,
personally demanded payment of the amount
due, and informed defendant that if the amount
were not paid his master would sue him,
whereupon the defendant said he would
immediately leave the Colony. The defendant
would give evidence and say he never had an
interview with Chan Tak-fan in Hollywood
Road, and his evidence would be corroborated
by his wife, who would say it was perfectly
true that Chan Tak-fan had called upon her
husband, but that the defendant was not in.

His Lordship—Is she agent for her husband?

Mr. Dixon—Yes, but she did not tell the
accountant defendant would run away.

His Lordship—Your remedy is to prosecute
him in the Police Court for perjury.

Mr. Dixon—Surely, my Lord, I have
my remedy with you?

His Lordship—You must bring a fresh action.
It is no good calling defendant, and defendant's
wife in this. I have got to try on issue.

Mr. Dixon—I only consented to judgment on
the understanding—

His Lordship—Well, let us try the action.

Mr. Dixon—Well, my Lord, shall I be per-
mitted to call evidence to prove that these
allegations are untrue?

His Lordship—Certainly not. You can
bring another action or you can prosecute.

Mr. Dixon—I understood from your Lordship
when I applied in chambers that I might bring
this action to recover damages.

His Lordship—In the course of the action if
I find in favour of you, and find that the
plaintiff's claim is false, knowingly and basely
false, then I can give you damages.

Mr. Dixon—But we admit the debt.

His Lordship—Well, you can now take out a
writ for false imprisonment, or prosecute on the
affidavit.

Mr. Dixon—Well, my Lord, I consent to
judgment.

His Lordship—You can take any action you
like on another writ.

Judgment was for the plaintiff.

AN INVOLVED BUSINESS TRANSACTION.

Yu Chai-sung v. Tong Yau-kai was a claim
to recover \$152.83 due for money lent and
interest thereon.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's
office) appeared for the plaintiff, and Mr. U. F.
Dixon (of Mr. John Hastings' office) represented
the defendant.

Mr. Gardiner said two writs were issued by
the plaintiff, in which he claimed two amounts
of \$150 from the defendant. One amount had
been repaid, but the defendant gave an acknow-
ledgment for the second and stored some furniture
with the plaintiff as there was some talk of
their entering into business together. That
arrangement never went through and the
furniture was still with the plaintiff although
defendant was notified to remove it.

Plaintiff gave evidence to the effect that the
amount was still due, and produced an acknow-
ledgment.

Mr. Gardiner—Has the defendant paid you
this \$150?

Plaintiff—You, yourself, told me he had not.

Mr. Dixon said his defence was that the
second \$150 was not borrowed, but was due to
defendant on the dissolution of the partnership.

Mr. Dixon (to plaintiff)—Why did you dis-
solve partnership?

Plaintiff—Because defendant could not supply
his share of the capital.

His Lordship—How much did the defendant
find?

Plaintiff—He didn't find anything.

His Lordship—Well, there is an end of it.
If this man couldn't find a cash, why should
the plaintiff lend him \$150 when he is worthless?

Mr. Gardiner—I think I will explain that
to your Lordship.

His Lordship—I hope you will.

Mr. Gardiner—I will just ask him now. (To
plaintiff)—When the defendant entered into the
contract, what was he to find, cash or security?

Plaintiff—He was to find title deeds with a
view to depositing them with the bank in the
shape of security.

His Lordship—The defendant is supposed to
have taken a \$49,000 share in this business.

Mr. Gardiner—Yes, and for that share he
was to deposit deeds.

His Lordship—Well, where does the \$150
come in?

Mr. Gardiner—That was not for security, it
was to pay his foks in the Wa Koo firm.

His Lordship—No man can be such a fool,
after going in with a partner for a \$40,000 share
in a business, and finding that he cannot get a
cent out of him, to lend him \$150.

Mr. Gardiner—The defendant goes to the
plaintiff, says he is not in a position to furnish

capital, and asks that the partnership agree-
ment be cancelled.
His Lordship—Yes, and borrows \$150. It is
the most curious business transaction I have
heard of.

Mr. Gardiner—We had security though.
The defendant deposited furniture to the
extent of \$150.

Mr. Dixon—That is for the first \$150.

Mr. Gardiner—No.
His Lordship—Very well, why do you sue?
Why don't you sell it by auction and then
claim the balance?

Mr. Gardiner—Why should I when I have
my remedy here?

Defendant was called, and acknowledged
receiving the second \$150, which was to pay the
wages of two employees. The money was paid
with the authority of the plaintiff.

His Lordship gave judgment for defendant
and costs.

THE LATE SIR HALLIDAY
MACARTNEY.

The death of Sir Halliday Macartney has let
loose a flood of stories about this adventurous
Scotman. One of the small band of foreigners
who helped to quell the Tai Ling Rebellion, he
served China faithfully and well, according to
his lights for a very long period. Never did
any man, not even Sir Robert Hart, so
thoroughly attach himself to the land of his
adoption, never a man more thoroughly identify
himself with Chinese notions of right and
wrong. His most daring exploit in the fields
of diplomacy was his attempt to retain possession
of the kidnapped Sun Yat-sen, the Chinese
reformer, in London in October, 1896.

"Here is China for you; you are now in
China," he said to Sun, as he locked him into a
room in the Chinese legation in Portland Place,
and, if it had not been for the good offices of his
friend Dr. Cantlie, Sun would have been
smuggled out of England and shipped off to
China, for despatchment. Sun has told in his
little book how he escaped. Twelve days elapsed
before Lord Salisbury, third of Chinese shuff-
ling, ordered Sir Halliday to permit to
release his prisoner.

Considering the audacious nature of Sun's
capture, the marvel is that his captors did not
take the law into their own hands and put a
summary end to Sun's wanderings. Perhaps
the astute Scotman prevented the perpetration
of a capital offence.

It cannot have been known to the present-day
foreigner in China that Sir Halliday Macartney
carried in his face the marks of one of the many
accidents that had befallen him in his adven-
turous career. He was on the point of leaving
China for a holiday when a tray of sporting
powder exploded before his face. No surgeon-
could be found at the treaty port, so
(the story goes) Macartney, who had closed his
eyes instinctively to the flame, which burned
his eyelids, doggedly refused to open them
again until he reached a London operating
room! The eyelids, raw with the fire, had
grown together when the surgeon came to open
them and give him hope of saving his eyesight.

He once told General Gordon, another recon-
fite says, that his ambition was to "acquire at
Peking some such influence as that possessed
by Verbiest and the other French missionaries
in the 17th and 18th centuries". Li Hung-
chang (whom he defended against Gordon's
anger) is reported to have said, "If Macartney
says he will do a thing, you must not off his
head if you want to prevent him. There is no
other way."

The remains of the late Sir Halliday Macar-
tney were buried at Dunderland Abbey. The
wreaths included one from the Chinese Legation
in London, "with sincere regrets at the loss of an
old and valued friend". Among the pall-
bearers were Sir Halliday's three young sons,
Sir James Crichton-Browne, Lieut.-Colonel
Crichton-Browne, Mr. John Gordon Blair, of
the Bank of England, and Mr. Demetrius
Boulger, author of "The Life of Gordon".

SHIPPING RINGS.

GOVERNMENT INQUIRY INTO THEIR
OPERATION.

The *Tribune* understands that the question of
shipping rings and their operations is engaging
the attention of the Government, and that
papers on the subject are likely to be presented
to Parliament very soon.

This important development is directly attri-
buted to the South African freight trouble,
which has been the subject of abortive con-
ferences both in England and in South Africa.
Shippers at home and in the Colonies have
been complaining for a long time of the high
freights, the rebate system, and the unfair
incidences in many cases of the tariffs of the
ring of shipping companies in whose hands the trade
between England and South Africa is for the
most part concentrated. It is possible, it has
been claimed, to get goods conveyed from
America and Germany to South Africa more
cheaply than from England.

In defence of their position the companies
have consistently maintained that the rates
compare favourably with any other route, that
the freights are low considering the service
which is provided, and that the rebate system is
a legitimate trade arrangement which operates
favourably to the customers of the companies.

The Colonial Governments in South Africa
are on the side of the discontented shippers,
and have tried without success so far to get
substantial reductions in the rates. Since the
conference held in London Sir Donald Currie
has put forward a proposal on behalf of the
companies for a slight reduction, but the altera-
tion has not come into effect, and the Colonial
Governments, moreover, do not regard the con-
cession as sufficient to discourage the agitation
in favour of better terms.

The Imperial Government having been again
referred to has decided to take up the question,
and in all probability the inquiry which is
likely to be instituted will cover not only the
operations and effects upon trade of the South
African shipping ring, but of British shipping
rings in general.

BANKS	
THE MERCANTILE BANK OF INDIA, LIMITED.	
AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,500
RESERVE FUND	135,000

• ~~XXXXXXXXXXXX~~

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS.—

For 12 months.....	4%
" 6 ".....	3½%
" 3 ".....	2½%

E. ORNSTON,
Manager.

i & SHAN

Paid-up Capital	\$10,000,000
Reserve Fund—	
Sterling Reserve ..	\$10,000,000
Silver Reserve ...	2,500,000
	<u>\$12,500,000</u>
Reserve Liability of Proprietors ..	\$2,000,000

PT, Esq.—C

F. Gentr. Esq.	N. A. Siebs. Esq.
Hon. Mr. W. J. Grosvenor.	R. Shaw. Esq.
C. R. Lertzmann. Esq.	H. A. W. Slade. Esq.
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CHIEF MANAGER
Hutchinson. I. M.

ING MANAG

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On Current Account at the rate of Two per
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1 per cent

H. F. R. HUNTER,
Aacting Chief Manager.
Hongkong, 6th June, 1906. 23

DEUTSCH-ASIATISCHE BANK.
CAPITAL FULLY PAID UP...Sh. Tausch 7,50 00

2. *Journal of the American Medical Association*, 1997; 277: 1033-1037.

Berlin, Calcutta, Hankow, Peking,
 Tientsin, Tsinanfu, Tsingtau, Kobe,
 Yokohama, Singapore.

Founded by the following Banks and
 Bankers:—
 KÖNIGLICHE SEEHANDLUNG (PREUSSISCH)
 STAATSBANK Berlin

1

S. BLEICHROEDER
BERLINER HANDELS-
GESELLSCHAFT
BANK FÜR HANDEL UND
INDUSTRIE
ROBERT WARSCHAUER & CO.
MINDELSSOHN & CO.
M. A. VON ROTHSCHILD & S.

ANKIN HAST

SAL OPPENHEIM, JR., & Co., Koeln.
 BAYEISCHE HYPOTHEKEN-UND WECHSEL-
 BANK, MÜNCHEN.
 LONDON BANKERS:
 Messrs. N. M. Rothschild & Son
 THE UNION OF LONDON AND SMITH'S
 BANK, LIMITED.

$\Delta \text{H} = -90 \text{ kJ mol}^{-1}$

PAYABLEST allowed on Current Account.
 DEPOSITS received on terms which may be
 earned on application. Every description of
 Banking and Exchange business transacted.
 HUGO SUTER,
 Manager
 Hongkong 1st May, 1906. [27
 HONGKONG SAVINGS BANK

If you have a
 MyGOWD

may be obtained on application. Rates of
INTEREST on deposits is allowed at 3 1/2
PER CENT. per annum.
Depositors may transfer at their option
sums of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at a rate of interest to be agreed.

WIKING (CONT.)
E. J. HILL

Hongkong, 30th May, 1906 24

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL
CHARTER)

~~CONFIDENTIAL~~

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Kobe	Taiwan
Nagasaki	Tamsui
Osaka	Tokio
Shanghai	Yokohama

on Current

Deposits received on terms which may be learned
application.
D. TOHDOW, Manager.
Hongkong, 1st July, 1966. [899]

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

10

INTEREST allowed on Current Account at rate of 2½ per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
R 2

F. P. COSE
Mansfield

Hongkong, 10th May, 1903. 114

INTIMATIONS. AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
WITH CHAMBER FOR 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.R.
This Steamer departs from Hongkong
daily (Sundays included), at 7.30 A.M.
and from Macao at 2.30 P.M.

Fares: (Week days) 1st Class (including cabin
and security), Single 50 cents.
2nd Class 30 cents.
Every Sunday will be an EXCURSION
(the time of departure being in future the
same as on other days) at the following rates:

SUNDAYS ONLY	
1st Class, Single	\$1.00
With Cabin	\$2.00
2nd Class, Single	\$2.00
With Cabin	\$2.00
3rd Class, Single	\$1.00
With Cabin	\$2.00
Return	\$2.00

Storage 20 cents each trip.
Meals can be supplied on board, at 50 cents per meal.

First Class Passengers who do not care to
return on the Excursion Sunday will be allowed
to do so the following day (Monday) on production
of the Return Ticket. Should the
Steamer not run on the Sunday, owing to
bad weather, due notice will be given by the
Captain, and the Ticket will be available
for the following day.

The Steamer is lit throughout by Electric
Light. The Steamer's Office at Hongkong is at
Western end of Wing Lok Street.
SIEMSEN & CO.
and Agents, 16, Victoria Street,
Hongkong, 22nd June 1906.



MITSU BISHI DOCKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORDS: "DOCK"
A.I., A.B.C., and English Speaking Code for
NEW DOCK NOW OPEN.

DOCK No. 3	
Extreme Length	722 feet
Length on Blocks	713 "
Width of Entrance on Top	713 "
Width of Entrance on Bottom	853 "
Water on Block at Spring Tide	34 "

DOCK No. 1	
Extreme Length	413 feet
Length on Blocks	403 "
Width of Entrance on Top	403 "
Width of Entrance on Bottom	477 "
Water on Block at Spring Tide	22 "

DOCK No. 2	
Extreme Length	413 feet
Length on Blocks	403 "
Width of Entrance on Top	403 "
Width of Entrance on Bottom	477 "
Water on Block at Spring Tide	22 "

THE WORKS are well equipped with
LATEST MACHINES and APPLI-
ANCES for building and repairing
STEAMERS, SHIPS, ENGINES, and
BOATERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.
THE COMPANY has the powerful steam
"OURA-MARU" 1200 tons, 200 H.P.,
especially built for SALVAGE PURPOSES,
equipped with necessary gear, always ready
for service.

HONGKONG, HIGH-LEVEL TUNNEL
IS IN PROGRESS.
The Company is now engaged in
the construction of a High-Level Tunnel
under the Victoria Harbour, from
the Hongkong side to the Macao side.
The length of the tunnel will be
about 1,000 feet, and the width
will be about 20 feet. The tunnel
will be built on a viaduct, and the
viaduct will be built on a foundation
of concrete. The tunnel will be
built in two sections, each about
500 feet long. The first section
will be built from the Hongkong
side, and the second section will
be built from the Macao side. The
tunnel will be built in a straight
line, and the viaduct will be built
on a straight line. The tunnel will
be built in a straight line, and the
viaduct will be built on a straight
line. The tunnel will be built in a
straight line, and the viaduct will
be built on a straight line.

JOHN D. CAMPBELL & CO.,
Liquidators.
Hongkong, 13th July 1905.

NOTICE TO CONSIGNEES

"LEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

S.S. "BENLARIK"
FROM ANTWERP, LONDON AND
SPAIN.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong
Wharf and Godown Co., Ltd., whence and/or
from the wharves delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 17th July will be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
24th July, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th June, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th July, 1906.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA (Florio and Rabattino United Companies).

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE.

THE Steamship
"ISCHIA,"
having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong Wharf and Godown Co., Ltd., whence
and/or from the wharves delivery may be obtained.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company within seven days after the
vessel's arrival here, after which no claims will
be recognized.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
12th July will be subject to rent.

CAULONITZ & CO.,
Agents.
Hongkong, 5th July, 1906.

THE H.A.L. Steamship

"SPZIA,"
Captain Melchow, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong Wharf and
Godown Co., Ltd., whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.
Any Cargo impeding for discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong Wharf and Godown
Co., Ltd., whence and/or from the wharves delivery
may be obtained.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognized.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th July will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th July, at 11 A.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 6th July, 1906.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVI- GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong Wharf and Godown
Co., Ltd., whence and/or from the wharves
delivery may be obtained. The Cargo
will be ready for delivery from Craft or Godown
on and after the 5th inst.

Optional Cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M. on the 11th inst.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 11th inst. will be subject
to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
15th inst., or they will not be recognized.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th July, 1906.

S.S. "ARMAND BEHIC" COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London, etc.,
by "Armand Behic," from Havre, etc.,
in connection with above steamers, are hereby
informed that their Goods, with the exception
of Opium, Precious, and Valuable, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Underwriter. Goods remaining undelivered after
Monday, the 10th July, at Noon, will be subject
to rent and landing charges.

All claims must be sent in to us on or before
10th July, or they will not be recognized.

All damaged packages will be examined on
Monday, the 10th July, at 11 A.M.
No Fire Insurance has been effected.
G. DE CHAMPELAIN,
Agent.
Hongkong, 5th July, 1906.

MEDICAL VIEWS OF FAITH HEALING.

The Practitioner, for June, contains some
interesting observations on Faith Healing.
After all, it says, though so many faith-healers
are impostors—conscious or half-conscious or
wholly self-deluded, the thing itself contains an
element of truth to which the medical profes-
sion, perhaps too absolutely, closes its eyes.

The mechanism of faith-healing is the same
wherever it works—whether at Epidaurus, or
at the famous shrines of India or Mecca, or
Lourdes or St. Winifred's Well—and whether
it is exercised by medicine men, marabouts,
canonised saints, or Christian scientists. For
the working of what a great surgeon has called
the "Miracle of Cure" by faith, a proper sci-
entific basis is an essential condition.

Even Mrs. Eddy does not profess to mend broken
bones; in fact, she is shrewd enough to make
no claim of healing power over diseases or
injuries that lie within the domain of surgery.

It is in the most undiscovered country of
pathology, where the dark phos of nerves
disease—as to which the ignorance of science is
but thinly disguised by such names as hysteria
and neurasthenia—that faith-healing finds its
field of operation.

doubtless, imposture may be a large element
in faith-healing, but it is unquestionable that,
in the cure of certain kinds of disease, it repre-
sents the working of a real force of which little
is at present known. Sir Benjamin Brodie
wrought many "miraculous" cures in patients
who had been crippled for years from supposed
paralysis of the limbs, by simply bidding them
get up and walk. "Chained" states that he often
sent patients to Lourdes whom he had not him-
self been able to inspire with the requisite
amount of faith. Hypnotism, suggestion, so far as
it has any effect in curing disease, is a form of
faith-healing. In all varieties of the disease,
the patient, in the words of Mesmer's physician,
ministers to himself; it is his faith that makes
the whole. The shrike or the amulet, the
power of the doctor, are but the instruments
that set in motion a force which quickens into
new life the nerve that has come to energy
the heeds of the will. Exactly the same me-
chanism is seen at work in cases of like
character under the operation of fear or strong
excitement of any kind. "There is a story in
Herodotus of a king's son who had been dumb
since birth, and who found his voice when he
saw his father about to be slain. Aeschylus
says: "You may see a person with cure who
is almost unable to move with pain, but produces
a shock on his nervous system by telling him
that the house is on fire, and he will, scamp
about like a lamp-lighter," and John Hunter
states that "even tumours have yielded to the
stroke of a dead man's hand." In this way,
the unspeakable medicines of the Middle Ages
may often have done good.

NEW ISSUES.
The Kuala Lumpur Rubber Co., Ltd.,
is announced having a capital of £180,000
in shares of £1 each, which are now
issued at par. The object of the undertaking
is to acquire, as from April 1, 1907,
the following properties, situated in the
State of Selangor in the Malay Peninsula: The
estate known as Kuala Lumpur, formerly
owned by Messrs. Lax and Pagar of Kuala
Lumpur, Federated Malay States; the group of
estates known as Wauchoy, formerly owned by
Messrs. Robert and Christopher Mickle, of Kuala
Lumpur and Edinburgh; Mr. Maurice Stone,
of London, Agent, Bickering and Messrs. A. G.
and C. G. Glassford, of Kuala Lumpur and
Edinburgh. It is stated that about 30 acres of
the reserve land of Kuala Lumpur and about
70 acres of the Wauchoy group will be avail-
able for planting with rubber. The directors
purpose to proceed at once with these exten-
sive plantations, and the Kuala Lumpur group
on Kuala Lumpur and the Wauchoy group on
Kuala Lumpur. The purchase price
has been fixed at £100,000, payable in
£100,000 cash, and the balance of £80,000 in
fully-paid shares of the company or in cash at the
option of the directors of the company.

TYPEWRITERS
CLEANED, REPAIRED, OVERHAULED
TYPEWRITING WORK UNDER
TAKEN. Charges moderate.
F. A. V. CIBREIRO
Rate of the Hongkong Typewriting Bureau
Queen's Road Central (Second Floor).
Hongkong, 27th October, 1905.

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.,
have now 30,000 cubic feet of Cold
Storage available at Every Price. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
W. F. PARLANE, Manager.
Hongkong, 12th July, 1906.

ON SALE
BOUND VOLUMES of the HONG-KONG
DAILY PRESS, July to December
1905, with 1906. Price 5/6.
On sale at the Hongkong Daily Press Office
on Tuesday 27th Feb. 1906.

AN INTERESTING COMPARISON.

It is a well-known fact that British steamship
companies make a much better profit than
French companies, says a London paper, and an
interesting explanation on this point was offered
by the chairman of the Messageries Steamship
Co. at the annual meeting recently, when he com-
pared the results of his undertaking with our
great P. and O. Co. Gross receipts of the French
company for the year came to £3,257,000, but
expenses absorbed no less than £2,810,000, and
another £117,000 went in debenture interest,
depreciation, repairs, and insurance, leaving
£329,000, of which a dividend of 5 per cent. on
the share capital required £90,000. Now the P.
and O. Company, with a capital of three mil-
lions, makes a profit of £760,000, and pays a
dividend and bonus equal to 13 per cent. per
annum on a share capital of £2,321,000, whereas
the French company has only £340,000 to pay
dividends on £1,800,000 nominal, but which the
chairman stated was in reality three millions.
If account is taken of £120,000 written off.
The case, he said, was that the English com-
pany enjoys a more freedom of action, while the
French company is compelled by its mail con-
tracts to touch at more ports, and pay larger
amounts in dues, the difference representing
about £50,000. Moreover, on two of the
Messageries lines the price of coal was consider-
ably higher than on the P. and O. lines, making
a difference of another £50,000 in favour of
the latter and the French company has to pay
£32,000 more than the English because it is
not allowed to employ Liverpool except as
stopovers. Finally, the rationing of coals of the
Messageries steamers cost £120,000 more than
on the P. and O. boats, and the French com-
pany has to pay 10 per cent. more for their
steamer than the English. In view of these
drawbacks, the chairman of the Messageries
company no doubt left the meeting feeling
assured they were doing very well.

ARE THREEPENNY STAMPS
POISONOUS?
With reference to a statement in the
Lancet asserting that the yellow colouring
on the threepenny postage stamps contained
chromium of lead, and that a fatal dose of this
poison was contained in fourteen stamps, a
Press representative interviewed Mr. Gore,
Controller of Stamps and Stores under the
Inland Revenue at Somerset House.

Mr. Gore said that the chromium was not con-
tained in the substance used for colouring the
stamps, but in the actual yellow paper upon
which the stamps are printed. It was quite
impossible to lick the colouring off, and unless
the stamps were swallowed no possible injury
could result. "People are not," Mr. Gore
added, "in the habit of swallowing stamps,
and during the eighteen years that these
stamps have been used, some millions of them
having been in circulation during that time, we
have never heard of the slightest injury
resulting from their use. I am not aware that
the quantities of chromium alleged by the
Lancet to have been found on analysis are
correct, but even if they are, there is no ground
for any uneasiness on the part of the public in
reference to this matter. The colouring used
upon these stamps is purple, and is absolutely
innocuous."

Mr. Gore stated that the matter was under
consideration at the laboratory which had in
hand the question of the colouring of stamps
and the paper used in their manufacture, but
he would not go so far as to say that the matter
was being considered with a view to an altera-
tion. "So far as is known, it was practically
impossible to secure a yellow colouring without
the use of chromium of lead."

HOW TO BE BEAUTIFUL—Keep your com-
plexion, Mrs. Eddy's Cream, Charms, Teeth,
Charms, and Special Skin Tonic and Poudre
Charms, will enable you to do it. Her
Specialties for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents,
731

MARTIN'S
CAPROL & STEEL
PILLS
A French Remedy for all Rheumatism. Rheuma-
tism, Gout, Sciatica, Neuralgia, Migraine, Head-
ache, Stomachic, Indigestion, Nervousness, and all
the ailments of the system. It is a powerful
remedy, and is the only one that cures. It is
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SHIPPING.

ARRIVALS.
CHARTERHOUSE. British str., 1290, H. Clifton, 11th July—Singapore 6th July, General—China.
DELHI. British str., 4783, J. D. Andrews, B.N.C., 11th July—Bombay 26th June and Singapore 8th July, Males and General—P. & O. S.N. Co.
HAKATA MARU. Japanese str., 3819, Geo. Anderson, 11th July—Singapore 6th July, General—Nippon Yusen Kaisha.
HONGKONG. British str., 2556, J. H. Hainsworth, 11th July—Penang and Singapore 5th July, General—China.
Hutchinson. British steamer, 11th July, from Canton.
JACOB FRIEDRICHSEN. German str., 631, D. Heck, 11th July—Hankow 7th July and Hainan 10th, General—Jensen & Co.
KAPONG. British str., 182, Finlayson, 11th July—Hainan 7th July, Sugar and Hemp—Butterfield & Swire.
KIANGSING. Chinese steamer, 11th July, from Canton.
MONTAGNE. English str., 1747, F. W. Batten, 11th July—Java 3rd July, Sugar and Molasses—Order.
RUBENIA. German str., 6416, C. von Hoff, 11th July—Funchal 9th July, General—Hamburg-Amerika Linie.
ROOS. German str., 5434, G. Meiner, 10th July—Yokohama 30th June, General—Melchers & Co.

CLEARANCES.
At the Harbour Master's Office.
July 11th.
Beatrice. British str., for Nagasaki.
Delhi. British str., for Shanghai.
Hutchinson. British str., for Canton.
Kiangsing. Chinese str., for Singapore.
Rubenia. German str., for Singapore.
Roos. German str., for Singapore.

DEPARTURES.
July 10th.
PRINCE. Norwegian str., for Canton.
July 11th.
CATHERINE APGAR. British str., for Calcutta.
EMPEROR OF JAPAN. British str., for Vancouver.
ESCHIA. Italian str., for Bombay.
ITHAKA. German str., for Shanghai.
KALIAN. British str., for Shanghai.
KOWLOON. German str., for Canton.
LYDIA. German str., for Kobe.
MALIBU. British str., for Swatow.
PROGRESS. German str., for Kwan-chow-wai.
TAMING. British str., for Manila.
VICTORIA. Swedish str., for Saigon.
YAWATA MARU. Japanese str., for Yokohama.
ZINGARA. British str., for Christmas Island.

SHIPPING REPORTS.
July 11th.
20th July. Light winds, fine weather and smooth sea.
21st July. Light winds, fine weather and smooth sea.
22nd July. Light winds, fine weather and smooth sea.
23rd July. Light winds, fine weather and smooth sea.
24th July. Light winds, fine weather and smooth sea.
25th July. Light winds, fine weather and smooth sea.
26th July. Light winds, fine weather and smooth sea.
27th July. Light winds, fine weather and smooth sea.
28th July. Light winds, fine weather and smooth sea.
29th July. Light winds, fine weather and smooth sea.
30th July. Light winds, fine weather and smooth sea.

VESSLS IN DOCK.
July 11th.
ARRIVED ON DOCK.—*Alfa, Mytilus, Hercules, Montague, U.S.A.T. Ingalls, Grady, Tanager, Hongkong, Mera, Sir Wm. Jervise, Co. Omulian, Dora, Nanang.*

VESSLS ON THE BERTH.
"GLEN" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.

THE Steamship.
"GLENESK."
Captain J. Rafferty. will be despatched as above on or about the 10th July.
For Freight and Passage, apply to
McGREGOR BROS. & GOW
Hongkong, 18th June, 1906. [127]

POSTPONEMENT.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.
"HAITAN."
Captain J. S. Rouch. will be despatched for the above ports TO-DAY, the 12th inst., at 1 P.M., instead of as previously advertised.
For Freight or Passage apply to
DOUGLAS LAPELLE & CO.,
General Managers.
Hongkong, 10th July, 1906. [1393]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship.

"DELTA."
Captain C. L. Daniel. carrying H. Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 14th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer, 6,225 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables. all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Himalaya*, due in London on 26th August.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 2nd July, 1906. [1]

REGULAR STEAMSHIP SERVICE TO NEW YORK.
VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT MALABAR COAST.)
PROPOSED SAILINGS FROM HONGKONG.
1906.
"LOWTHER CASTLE" ... 25th July.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 20th June, 1906. 787

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "l.w.," together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH
LONDON & ANTWERP	GLENESK	Brit. str.	—
LONDON, &c. VIA USUAL PORTS OF CALL	DELTA	Brit. str.	—
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP	PINGUEY	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP	ORESTES	Brit. str.	1 m.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.
MARSEILLES, &c. VIA PORTS OF CALL	TOKIN	Fraser str.	—
BRUSSELS, VIA PORTS OF CALL	SEYDLITZ	Ger. str.	k.w.
HAVRE & HAMBURG VIA STRAITS, &c.	SCHWARZBURG	Ger. str.	k.w.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k.w.
HAVRE & HAMBURG VIA STRAITS, &c.	ALCIBIDES	Brit. str.	1 m.
HAVRE, ROTTERDAM & LIVERPOOL	NORDKAP	Dan. str.	—
COPENHAGEN & BALTIC PORTS	CHINA	Ans. str.	—
TRIESTE, &c. VIA SINGAPORE, &c.	RHENANIA	Ger. str.	k.w.
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG	SILESIA	Ger. str.	k.w.
NAPLES, HAVRE & HAMBURG	SCANDIA	Ger. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL	TEUCER	Brit. str.	1 m.
GENOA, MARSEILLES & LIVERPOOL	TYRUS	Brit. str.	1 m.
BOSTON & NEW YORK	ANGLO SAXON	Am. str.	—
NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Brit. str.	1 m.
YOKOHAMA VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	—
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	1 m.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	TELEMACUS	Ger. str.	1 m.
PORTLAND, OREGON VIA SHANGHAI, &c.	NUMANTIA	Brit. str.	1 m.
AUSTRALIAN PORTS VIA MANILA	ORION	Ger. str.	—
AUSTRALIAN PORTS VIA MANILA	PRINCE SHOMON	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—
NAGASAKI & VLADIVOSTOK	DAPHNE	Ger. str.	k.w.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	SUNDA	Brit. str.	—
YOKOHAMA & SAN FRANCISCO	SIBIRIAN	Dan. str.	—
YOKOHAMA & SAN FRANCISCO	DAKOTAH	Brit. str.	1 m.
SHANGHAI	LIAN	Brit. str.	—
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—
SHANGHAI	DELHI	Brit. str.	1 m.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	SHOSHU MARU	Jap. str.	—
SHANGHAI, YOKOHAMA & KOBE	SAMBA	Ger. str.	k.w.
SHANGHAI, YOKOHAMA & KOBE	P. R. LEITOLD	Ger. str.	—
SHANGHAI, YOKOHAMA & KOBE	AUSTRIA	Ans. str.	—
SHANGHAI, YOKOHAMA & KOBE	SAXONIA	Ger. str.	k.w.
SHANGHAI, YOKOHAMA & KOBE	JOSHIN MARU	Jap. str.	—
SHANGHAI, YOKOHAMA & KOBE	AKASHI MARU	Jap. str.	—
TAMSU VIA SWATOW & AMOY	FUTSIOF	Brit. str.	—
ANPING VIA SWATOW & AMOY	LIAN	Brit. str.	2 h.
FOCHOW, VIA SWATOW & AMOY	HIGHWIND	Brit. str.	1 m.
SWATOW, AMOY & FOCHOW	LOONGKANG	Brit. str.	—
SWATOW, WREHAI, CHEFOO & TIENSHI	ZAFIRO	Brit. str.	—
MANILA	TEAN	Brit. str.	—
MANILA	RUBI	Brit. str.	—
MANILA	KAIFONG	Brit. str.	1 m.
MANILA	BOREO	Ger. str.	—
BANGKOK VIA SWATOW	KANJU MARU	Jap. str.	—
JAVA PORTS	NAMANG	Brit. str.	—
	TAIPANAS	Dut. str.	—

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
PORTLAND, OREGON.
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.
STEAMSHIP
Tons. CAPTAIN
"NUMANTIA" 4,370 Feldmann July 12th, 1906.
"ARABIA" 4,493 Mettenheim August 14th, 1906.
"RAGONIA" 5,196 Ernst September 5th, 1906.
"NICOMEDIA" 4,370 G. Meiner September 16th, 1906.
Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, ACTING GENERAL AGENT.
Hongkong, 20th June, 1906. [13]

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon smidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 14th July, Noon.
RUBI	2540	R. Almond	Manila	On 21st July, Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 9th July, 1906. [15]

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)
SS. "ANGLO SAXON" ... On 12th July.
SS. "JOHN HARDIE" ... About 20th August.
For Freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS
Hongkong, 20th June, 1906. [19]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	July 12th	Freight and Passage.
LONDON &c. VIA USUAL PORTS	DELTA	Noon, 14th July	See Special or Call C. L. Daniel
LONDON and ANTWERP	JAPAN	About 19th July	Freight and Passage.
YOKOHAMA, SHANGHAI, SUNDAY	G. M. Montford, R.N.N.	About 22nd July	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th July, 1906. [1]

HAMBURG-AMERIKA LINIE.

HOME LINE—OUTWARD.
DESTINATION
SHANGHAI, YOKOHAMA & KOBE 18th July
SHANGHAI, YOKOHAMA & KOBE 25th July
SHANGHAI, YOKOHAMA & KOBE 3rd Aug.
SHANGHAI, YOKOHAMA & KOBE 9th Aug.

HOME LINE—HOMEWARD.
DESTINATION
NAPLES, HAVRE, ANTWERP, BREMEN & HAMBURG On 12th July
HAVRE and HAMBURG On 24th July
HAVRE and HAMBURG On 7th Aug.
HAVRE and HAMBURG On 14th Aug.
NAPLES, HAVRE and HAMBURG On 4th Sept.
NAPLES, HAVRE and HAMBURG On 18th Sept.

"RHENANIA" Capt. von Hoff.
This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with 2 beds (no bunks), sofa, table, 2 ward-ropes, 2 washstands, electric fan, etc. Large elegantly furnished saloons, smoking room, etc. The steamer is lighted throughout by electricity and carries Doctor, Stewardess & Washerman. The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg; to be followed by R.S. "HAMBURG," "HOHENSTAUFEN," "SCANDIA" and "SILESIA."

COAST SERVICE.
STEAMERS
DAPHNE NAGASAKI & VLADIVOSTOK. End of July. Freight & Passengers.
For Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
SIEMSEN & CO.
HONGKONG OFFICE. [12]

NORTHERN PACIFIC LINE.
BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Cap. sin.	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.
Hongkong, 25th April, 1906. [7]

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.
HONGKONG-SWATOW-BANGKOK LINE.
FOR BANGKOK VIA SWATOW.

THE Chartered Steamship
"KANJU MARU."
will be despatched as above TO-MORROW, the 13th inst., at Noon.
To be followed by the Chartered Steamship
"PROMETHEUS."
Captain Cornelissen, will be despatched as above on or about TUESDAY, 17th inst., at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Princes' Buildings.
Hongkong, 4th July, 1906. [1396]

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEAN AND BLACK SEA PORTS.

"TONKIN."
Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 24th July, at 1 P.M.
This steamer connects at Colombo with the Australian line s.s. *Asiatic*, bound for Marseilles via BOMBAY and Aden.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "ARMAND BEHIC" ... 7th Aug.
S.S. "GUSTAVE SIMONS" ... 21st Aug.
S.S. "CALEDONNIEN" ... 4th Sept.
S.S. "JOHNESSEN" ... 18th Sept.
S.S. "SALAZAR" ... 2nd Oct.
G. DE CHAMPEAUX,
Agent.
Hongkong, 11th July, 1906. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, TROM, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"EMPIRE."
Captain St. John George, will be despatched for the above Ports on SATURDAY, the 25th inst., at Noon.
This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd July, 1906. [1358]

THE AMERICAN & ORIENTAL LINE
FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast.)

"JESERIC."
Captain Thompson, will be despatched for the above Ports on or about the 28th inst.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 4th July, 1906. [1367]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERMAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

"CHINA."
Captain J. D. Andrews, will be despatched as above on THURSDAY, the 2nd August, P.M.
This steamer has capital accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Princes' Buildings.
Hongkong, 5th July, 1906. [13]

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA & SAN FRANCISCO.

"DAKOTAH."
will be despatched for the above Ports on or about the 10th August.
For Freight and further particulars apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 28th June, 1906. [1328]

MAIL TABLES
AS OFFICIALLY PREPARED
FOR 1906.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.
Mounted on Card ... 30 Cents
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For Freight, Passage, and further information, apply at the Company's local Branch Office,
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Hongkong, 9th July, 1906. T. ARIMA, Manager. [14]

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[6]

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STEAMERS. SAILING DATES.
1906

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PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).					SAILING DATES
STEAMER					
PRINZ SIGISMUND	3392 tons	...	TUESDAY, 24th July.
WILLEHAD	1763 tons	...	TUESDAY, 21st Aug.
PRINZ WALTDEMAR	3227 tons	...	TUESDAY, 18th Sept.

For further Particulars, apply to
MELCHERS & CO. AGENTS.
Hongkong, 9th June, 1906. [5]

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

Hongkong, 3rd July, 1906.

MELCHERS & CO.,
AGENTS.

1357 -

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW.....	"HANGSANG".....	Friday, 13th July, 4 P.M.
MANILA.....	"LOONGSANG".....	Friday, 13th July, 4 P.M.
MANILA.....	"MAVSANAI".....	Monday, 16th July, 2 P.M.

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Chinese.
FOOKEANG, British str., 1957, W. E. Sawyer,
8th July—Calcutta 23rd June, Coal.
Jordine, Matheson & Co.
FRITHOF, Norwegian str., 391, H. H. Haral-
sen, 8th July—Pouchou via Amoy and
Swatow 5th July; General—Osaka Shosen
Kaisha.
GERD, Norwegian s.s., 756, R. Andreassen, 8th
July—Bangkok 1st Jul., H. H. Chinese.
HAIKAO, British str., 182, J. S. Roach, 10th
July—Pouchou 6th July, Amoy 8th and
Swatow 9th, General—Douglas Lauprak
& Co.
HANGSANG, British str., 1355, Spencer Wil-
son, 9th July—Shanghai 4th July, General—
Jardine, Matheson & Co.
HANS WAGNER, German str., 963, J. Kue-
mar, 20th June—Saigon 13th June, Rice.
—Lanta, Wegener & Co.
HEIMDAL, Norw. str., 764, T. Johnsen, 16th June
—Haiphong 13th June, General—A. R.
HONGKONG MARU, Japanese str., 3419, E.
Bent, 6th July—San Francisco 5th June
General—Toyo Kisen Kaisha.
HONGKONG, French str., 103, S. Suzoni, 9th
July—Haiphong and Hellow 8th July,
General—A. R. Marty.
HUICHOW, British str., 1270, Wm. B. Brown,
6th July—Tientsin 29th June and Chefoo
30th, General—Butterfield & Swire.
JOSHIN MARU, Japanese str., 762, H. Ohta,
Swatow 10th July, General—Osaka

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